का उत्पादन है, उससे दुगुना से ज्यादा हमारा उत्पादन बढ़ सकता है। हमारे आंकड़ों के मुताबिक जहां घरेलू उत्पादन 2025 में 200 मिलियन स्टैंडर्ड क्यूबिक मीटर पर डे तक हो सकता है, हमारी मांग उस समय तक कम-से-कम 400 मिलियन होगी। इसलिए कहीं-न-कहीं से हमें 200 मिलियन को खोज निकालना पड़ेगा। इसलिए जब हम घरेलू उत्पादन की बात करते हैं, हमारी ऊर्जा की मांगों को पूरा करने के लिए साथ-साथ हमें जो आयात का इन्तजाम करना हे, उस पर भी हमें ध्यान देना चाहिए। ये जो राउंड टेब्ल्स हो रहे हैं, वे बड़ी-बड़ी नीतियां बनाने के लिए हैं, लेकिन बाइलैटरल तौर पर हम कोशिश कर रहे हैं कि वे लोग, जो हमारे पड़ोस में हैं, जो हमारे निकट हैं, हम उनसे बात करें। उनसे हम या तो एलएनजी के जरिए या पाइपलाइन के जरिए हमारी मांगों को पूरा कर पाएं।

MR. DEPUTY CHAIRMAN: Question Hour is over.

WRITTEN ANSWERS TO THE STARRED QUESTIONS

Offer of cheap air tickets by private airlines

†*122. SHRI ABU ASIM AZMI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government are aware that certain private airlines have tried to dupe ordinary passengers by offering to sell air ticket for Re. 1/-;

(b) whether some companies also offer air travel for Rs. 222/- in the name of competition;

(c) whether Government propose to set up a regulatory authority to regulate the travel fare of all airlines in order to protect the ordinary passengers from market competition of private companies;

(d) whether Government propose to take any action against the private airlines duping passengers by offering cheap ticket; and

(e) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) No such information regarding duping by certain airlines has been brought to the notice of the Government. However, Air Deccan have informed that they have sold 6000 tickets of Rs. 1/- each (excluding Passenger Service Fees of Rs. 221/-) for the period 7th June, 05 to 31st October, 2005.

†Original notice of the question was received in Hindi.

(c) No, Sir.

(d) and (e) Do not arise in view of (a) and (b) above.

Shortage of runways at Delhi airport

*126. SHRI V. HANUMANTHA RAO: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that planes have to wait for an hour to take-off from Delhi airport due to lack of space, etc.;

(b) whether Government have any plan to meet the shortage of runway space in the immediate future;

(c) to what extent the AAI has been able to meet the anticipated growth in air traffic in Delhi;

(d) what immediate steps will be taken to find ways to meet the demand of space for landings and take-offs at Delhi;

(e) whether a more scientific use can be made of existing runways; and

(f) the steps proposed to meet this challenge immediately?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) No, Sir. However, constraints are being experienced during peak hours of traffic in the morning and evening.

(b) Yes, Sir.

(c) Airports Authority of India (AAI) has been constrained by its state of infrastructure to meet the traffic demand growing at unprecedented manner at the desired satisfaction levels of the stakeholders.

(d) to (f) To reduce Runway Occupancy Time and to increase the Runway Capacity, additional infrastructure such as Parallel Taxiways and Rapid Exit taxiways are being constructed. On commissioning of additional ground infrastructure both the runways will be put into operations. Operational procedures are also being developed separately. Besides, the Joint Venture Company (JVC) who will manage the IGI Airport, Delhi post restructuring will be mandated to construct a new